TO DRIFT ACROSS THE POLE.

To Enter the Ice Above New Siberian Islands Next August Hoping that it Will Carry Him Direct to Greenland— The Plans and Expert Criticism of Them.

A most interesting feature of the Forum for August was a paper by Dr. Fridtiof Nansen gether with a review of the plans there n sat

public (Dr. Nansen is a Norwegian) have an

ikely to be accurate from the fact that while

treme and almost with an air of prejudice tries

o show that the expedition is utterly hopeless

The readers of THE SUN will remember Dr. Nansen as the man who in 1888 went to the

east coast of Greenland in a whaler, carrying

with him an outfit of sleds, utensils, and so

on, with which he proposed to cross Green-

land. Being unable to reach the shore be-cause of the floating ice there, he landed on a

reat ice cake. The story of his experience on hat floe of ice, as told in his book on the sub-

ect, is one of the most thrilling in the annals of Arctic exploration. It is a very great merit

of Dr. Nansen that he has not in any way tried to impress on the reader of his writings the

extent of his own bravery or endurance or sufferings. Indeed, there is a sparkle and a

disposition to tell the facts cheerfully in all that he has published that should entitle

of readers. Dr. Nansen at last landed on the Greenland coast, scaled the mountains

and glaciers there, and then struck off afoot

over the ice cap, where the temperature was often more than 60 degrees below zero. Fabrenhelt. He lived in a tent, slept in

a bag, and thrived on it. He eventually reached the west coast, where he made a small boat

out of sled frames and can vas and paddled her

down to the Eskimo settlement of Godhaab.

immensely. He was the first man to cross

Greenland, an I he destroyed the illusion long

Greenland, and he destroyed the illusion long held that in the interior of that country might be found vallets, green with vegetation, and elive with game and strange people.

His success emboldened him to undertake the following of a new route to the North Pole. The sign b ards, so to speak, that point out this pathway to a hardy traveller, are well set forth in his paper in the Figure A study of the map will enable one fully to understanding the arguments.

NORTH POLE

where he remained all winter and enjoyed life

and foolish.

NANSEN FOLLOW HIS NEW ROUTE TO THE NORTH?

THE WHALEBACK STEAMER.

ASTILE OF CARGO SHIP THATIS WORKING A REVOLUTION.

The Laure Dividends Paid by the Original
"Pig" Made the Most Conservative Ship
Owner Open His Eyes-Successful in the
Mend Ceal Trade—The Latest.

For some weeks past the news cabled from
Europe has contained brief notices at frequent
intervals of what was called a whaleback
seamship. The Charles W. Welmore had arfived at Liverpool after a voyage of forty-one
laws from Duluth, having passed through the
thain of American lakes, the Welland Canal,
and so on, and had delivered 95,000 bushels of
frain in good condition at her destination. At
Liverpool she was inspected by sundry great
nen and ship sharps, who formed and expressed a variety of opinions about her, chiefly
avorable. Then she was chartered to carry
machinery to New York, but her Captain sudleniy died and the voyage had to be delayed.
The Wemore is the product of the shipsuliding genius of the great lakes. The conlitions surrounding the transportation probbem there are peculiar. The channels consecting the lakes are so shoal that no vessel
and draw more than make her stagser—twould sometimes absolutely and pob er
wall side and the binf bow would do more than make ber stagregret, would sometimes absolutely and ber and to do this begar- twould sometimes absolutely and be will to do this beser-inent with modeles convinced him that the
impact of a wave on such a hull had less than
half the effect it would have had on the ordinary hull. It was much more difficult to convince others than himself, but in these days
men have seen so many great fortunes made
of what seemed ridiculus ideas that inventors have less trouble than intend the lake
markable load. Its appearance made the lake
navigators hilarious, wherever it was towed
than from Duluth, having passed through the
hard three registered 437 tons, but
carried Lawo tons, the new shale a counte of
turns with a rope and around himself to save
his wais band but tous, its
new more than in the
sease were not at

forth by Gen. A. W. Greely of the Greely expedition. From time to time short frems con-cerning Dr. Nansen's proposed journey have been printed in American newspapers, but now for the first time the English-speaking authoritative statement from the doctor himself, giving sufficient details of the plan to enable the reader to form something of an estimate of the possibilities of the success of the expedition. Judgment in the case is the more Nansen writes with the hopeful pen of an en-



smooth as Long Island Sound. Heavy gales to come, especially in the fall, and there are bgs of wondrous density in the spring, but cause the longest stretch of open water is out little over a day's run, and because shelpred harbors are not far apart, the ship owners do not need to take the precautions against stormy weather that are necessary in transstlantic voyages. Under these conditions a system of transportation by barges towed by a steamer was originated, and received a develepment of which salt-water navigators are only in the last few years beginning to form an idea. The barges used in carrying coal along the Atlantic coast were the direct out-

On the lakes, as here at the Atlantic, the original barges were the hulks of condemned sailing vessels. When the insurance compaales would no longer take a risk on a vessel in the grain or from ore trade the owner would dismantle her, put jury masts up, and send her to Saginaw for a cargo of lumber. She souldn't sink when full of pine, and the old steamers in the trade would tow her for onethird of the freight. In this way she would centinue to earn good dividends, until some night in a snow squall off Long Point the to ... line would broak, or would be cut by the frightened Captain of the steamer. Then she would drift ashore. The crew would be washed everboard to drown, or would freeze to death on board, but the lumber could not infrequently be saved, and that was the main thing in the eye of the owner, because on that ac-

Finding it so profitable to tow old hulks, owners began to build hulks on purpose to be towed, and that was a good business, too. The floor of the tow barge was absolutely flat, her blige a right angle, her side a vertical wall, her bow a wedge of a very obtuse angle, her stern indescribable. But she was a good carrier, and there was money in her. There was, indeed, to the whole business—the barge adrift whenever the steamer skipper got.

Within recent months people on the East River cent months people on the East River

ellipse. When she was loaded the top of the arch was perhaps lour feet out of water. A wave in a gale would simply go rolling across her, scarce impeded by her pressure.

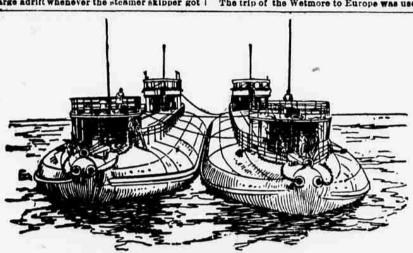
Her owners say they launched almost as much over "the pig" as the other lake merchants did, for they divided \$70,000 clean profit on her in two years, in spite of the fact that she wither first cargo of grain carried to Buffalo because of de ective construction. She had only cost \$15,000. Building a shio on her model, without top sides, spars, or rigging, was like building a great round steel barrelabuit the most inexpensive form possible.

It was easy to get money to build more harges, and 102 and 103 of 1.132 tons register and 3,000 tons extreme capacity followed. Then 104, 105, 107, and 109 came out, each of 1.216 tons register and 3,300 tons capacity. This is the present limit of size for the lake trade—larger capacity is not in demand.

The first thing these barges demonstrated was that they were great carriers. There was no waste weight in top sides, spars, rigging, and so on. They then proved easy to tow because, as said, their form offered the least possible resistance to the waves. Not only was there much less impact from a heavy breaker; it appeared that the bow did not lift on the wave, and so did not bring the usual strain on the toy lines which an ordinary barge brings. The whaleback could keep the sea when another model would have to up helm for shelter. The original "pig" was able to get herself towed for one-quarter of the freight instead of the one-third the other models paid.

A steamer, the Colgate Hoyt, of 1,100 tone register and 3,000 tons extreme capacity. Was built in the winter of 1889-90. She differed in looks from a barge only in that she had two turrets aft and a smokestack. The engines are of 800 actual horse power, according to one interested in her, or about one-half that of the ordinary lake ships of equal capacity. She is said to make twelve knots with a "pig" carrying 2,400 tons in low.

The next atender of the



caught beyond reach of port in a northeast gale. The barse had no adequate sail power, and was well-nigh sure to be lost. The owner did not light oldes her, even if she was insured for full value, because she was earning better injerest than the money would.

Of all the men who observed these conditions in the lake-carrying trade but one tried to de anything worth mentioning toward avoiding the disarreable loss. This man concluded that the form of the barge was wrong. It was a remarkable conclusion. Ever since the days of Noah ship builders had followed the model which Noah had left for them. The only variations made from it were such as were those promoted by arbitrary rules of measurement for the purposes of taxation. The cargo ship of to-day, except for special purposes, is about the the proportions of the ark. For the purposes of the cattle trade the ark model is not likely to be improved, but the case of inanimate cargoes is different. A fresh water mariner named for wind the waves would slap up against the wall-sided barge with a force that would make the proportions of the ark. For the purposes of the cattle trade the ark model is not likely to be improved, but the case of inanimate cargoes is different. A fresh water mariner named for wind the waves would slap up against the wall-sided barge with a force that would make her shiver. The impact of the wave on her

Some Startling Stories of Their Unparal-

JORDAN STATION, N. Y., Aug. 8.—Pickerel are known as the most voracious of fish everyever fished in the Seneca River that the voracious than ordinary pickers as the latter are more voracious than mudauckers. Many instances of this surpassing voracity of the gives the paim to them more indisputably than one that occurred Saturday. The usual method of fishing for pickerel in Seneca River is trolling with the spoon, but now and then a

fisherman tries them with big minnows. It was by minnow fishing that George Barnes of Tyrone was angling for pickerel on Saturenormous size, a fifteen-pounder not being ex-ceptionally large, and anglers usually think they ought to be satisfied with tackle that will capture only one of these fish at a time. But George Barnes had visions of the high old time he would have if he could by any possibility get two, or even three, big fellows on his line at ence, and so he put three hooks on his

life at ence, and so he put three hooks on his leader, about four feet apart, and baited each with a seven-inch shiner. He had fished some time without obtaining any evidence that his three hig live bait were any inducement to pickerel, when he got a tremendous strike. He gave the fish line, and presently got another hig strike. "Two of 'em on, sure!" said George.

"Two of 'em on, sure!" said George.

This second strike was soon afterward followed by a third, and then Barnes concluded that he was in for business. The three fish as espiposed he had on gave him a stiff fight, but he finally got his catch to the boat and into it, when, to his surprise, he found that instead at three pickers he had only one, although that one was a good twelve-pounder. Barnes

was a great deal more surprised when he went to take the big fish off the hook, for it had every one of the three asymptones himsers in his mouth, and all three of the hooks were fast in his jaw. The pickers had struck the first shiner, got it in his mouth, and hooked himself. But he hadn't minded a little thing like a hook in his jaw when he saw the second tempting shiner just shead of him making frantic efforts to get out of his sight, and he went for that one. He had swallowed the second one, and got the second hook in his jaw. Even that was not sufficient to overcome his great voracity, and he lunged shead and snapped up the third shiner, and received another hook in his jaw. How many more shiners and hooks he would have gobbied if they appeared before him of course no one is able to say, but George Barnes declares that from the appearance of the old chap he would undoubtedly have gone on taking in shiners and hooks until there was no more room for any in his mouth and saws.

"And he had room for a dozen, sure!" says George. Barnes believes that he is the first one who ever caught a pickerel on three separate hooks at once.

A young man named Amos Kreger, living near the Cavuga Lake ontiet, has only two toes on his right foot. When he was a boy of 7 he was sitting on a log on the shore dancling his foot in the was er. A Seneca liver pickerelliked the looks of the boy's toes, and, dashing from his lair in the weeds, took off the big toe and the least two on his right foot as slick as a mowing machine.

A well-known resident of Peru, who is not a fisherman, but an entirely veracious citizen, once watched a kinglisher divo in the river after a fisher and the fish it had caught.

People along the Seneca liver on not attempt to raise ducks or geese for every gosling or duckling in a brood will be pulled below and dined upon by pickerel made a rush from the weeds and took in both the king-fisher and the fish it had caught.

People along the Seneca liver do not attempt to raise ducks or geese for every gosling or

The camp be located on the extreme and of the late of

constantly aweeping up that coast. There is, indeed, a southerly current through Smith Sound, at the head of Baffin's Bay this current unites with the current running nor this nortierly current is deflected to the west to be not united with the current running nor this nortierly current is deflected to the west by the contour of the land, and so readily bends south again when it meets the Smith Sound current. The Smith Sound are side of Baffin's Bay, and any sidek or drift in it. if found, would reach the Eskimos of Cumberland Gulf. There is indeed a current to the south on the west coast of Greenland, but it is a sub-current and it carries with it only icebergs that reach down a thousand feet below the surface. Greely thinks that a favoring wind might have diffed a piece of fleid lee from the west across the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and were satisfied that this throwing sitck came as the north-going surface current and surface.

The writer, when at lygitu, Greenland, in October. Isoo, discussed that all the Danes in Greenland were satisfied that this throwing sitck came as the north-going surface current and surface.

The writer, when at lygitu, Greenland, in October. Isoo, discussed that this throwing sitck came and the proper surface current will drift him near the poles. He hopes there, the will furnify think that in this throwing sitck came and that he will drift him near the poles. He hopes that treath down the house and that

Louis Noros, one of the Jeannette's crew were from the lost ship beyond question. They seem to an unprejudiced mind, to be entitled to confidence.

On the whole the weight of testimony in favor of the supposition that the current through lichting Strait runs very close to the pole and then down to the east coast of Greenland. Is so much greater than that of the contrary arguments that the current may be accepted. That this current will enable Namen to reach the pole, or within 300 miles of it, by no means follows, but he means to try it.

His plan is simple. The Norwegian Assembly has voted \$55,000, and the King, with twelve private citizens, contributed \$30,000 more. With this Namen is building a novel ship. It is to be of about 200 tons burden, and fitted with full sail power and sufficient steam power to enable it to make six knots an hour in calm water. The form of a cross section of the hull will be that of the letter V, so that the floes can get no hold of her when they come together, but will instead squeeze ther up out of the water. She will be strengthened by a system of strong beams and braces. Her bow will be extraordinarily strong. Outside she will have two oak plankings, one without the other, and outside of these a third plunking of hard oak or greenheart. I am also thinking of giving her a thin sheathing of mild steel several feet broad along the water-line, in order that the ice shall not be able to cut into and damnge her wooden siles when it is pressed against them. The difficulty will be, however, to fasten this sheathing properly. I feel certain that the ship will be the strongest ever used in the Arctic regions, and that she can be crushed only in an extraordinary combination of circumstances, to quote the words of her builder.

Into this ship Nansen will stow provisions of a kind and quantity to last himself and "a water before they have been in camp two days. If they overstay their alotted leave of absence from home duties, it is salmon to polliwogs that the bass beguiled them.



Preachers are very plentiful in this piece of voods. They are not as thick as the leaves on the trees, for there are a great many trees here. But it is safe to say that they are almost as numerous as girls, and that, to one familiar with Round Lake, means a great deal. All the preachers do not go fishing at once, for that would leave nobody to lead the prayer meetings. It has been charged that they take turns in leading the prayer meetings and

meetings. It has been charged that they take turns in leading the prayer meetings and going fishing, so that everybody will have a tair show at the fishing. The fact of the matter is that the number of preachers so enormously exceeds the number of prayer meetings, plentiful as prayer meetings, as, that none of them finds any difficulty in getting off to the lake by a back street for several hours' fishing every day.

It was a very shrewd more of the Methodist brothers who started a little camp meeting on this spot a quarter of a ventury ago to stock the lake with Oswego bass. Oswego bass are what most people call large-mouthed black bass. They are much like the common small-mouthed black bass, only not nearly so game. But they grow very much larger, which more than makes up the difference in the estimation of many. Preachers are like all other anglers in that they are fond of telling about catching big lish, but preachers cannot afford to be caught telling lies. Thereby is indicated the sbreydness of the Methodist brothers when they chore Oswego bass for the lake.

The people who now run the combination camp meeting and summer school in these woods have also been wise. When so many preachers fished in the lake every summer that the black bass, began to grow scarce they bought a lot of fry and stocked the water again. So they have kept on stocking it till there are few better bass waters in the State to-day. The lish are pleuty and voracious. They are fine heavy fellows, with greenish-black backs and allvery-brown sides, and talls that spread as big as your hand. There's something victous in the expression of the face of one of these big bass when he has his mouth open. He looks as if he wished he was big enough to swallow you. They are fine heavy fellows, with greenish-black backs and allvery-brown sides, and talls that spread as big as your hand. There's something victous in the expression of the face of one of these big bass when he has his mouth open. He looks as if he wished he was big enough to swallow you snapping at the insects that hover over the suriace of the water. The lake was full of big trout once. There is a creek with a long name flowing into it, it which a patient angler can once in a long time catch a trout now.

The man in the picture with bass in his hands and bags in his trousers is not a preacher. He is Henry Corp. who rents b atts and selie batt for a living. He can beat any preacher in Round Lake at telling fish stories. But the preachers presumably tell the truth. Henry goes out in the early morning with a light bamboo pole a linen line, and a 50-cent reel and catches fish for the boarding houses. He generally brings in two or three big ones and a great many smaller ones. Some of the preachers who never have any luck say that he nots his fish, but this Henry declares is slander. The two bass in the picture weighed respectively 5t and 65 pounds. They were all he caught on the morning when the writer photographed him. He uses mud pickerel for bait. There are no pickerel in the lake, but Henry's boys go in a wagon to a stream twenty miles away once a week and catch great numbers of them, which they bring home alive.

Pickerel six and eight inches long are the best bait for the big bass. It somewhat startles most anglers used to small-mouthed bass when Henry offers them bait of this site. The small-mouthed bass is dantier in his habits than his tig, ferodous cousin, lou might dangle an eight-inch pickerel all day before him and he would not touch it. Corp thrusts his hook through the lips of a lively mud pickerel and throws him out in the lake. When the bass bites it is with the headlong rush of a biark. He selzes the mud pickerel by the tall and runs a dozen test with him. Then he stops spits him out, and proceeds to swallow him leisurely, head firs. When he starts to run a second time, then Corp strikes.

When a preacher comes to Round Lake for the first time he has no thought of going fishing till he talks with the other preachers. Then he thought of preacher at once becomes disastisfied with s

LITERALLY THE STAFF OF LIFE.

Another greatly superior quality possessed by the ROYAL BAKING POWDER is that by which the preservation of important elements of the flour is effected in raising the bread by the mechanical operation of the gas, without fermentation.

Yeast, and all baking powders that produce the leavening gas by fermentation, as is well known, destroy a portion of the nutritive elements of the flour, and particularly those which are the most healthful and the greatest aids to a perfect assimilation of the food.

The ROYAL BAKING POWDER, while perfectly leavening, retains without change or impairment all those elements which were intended by nature, when combined in our bread, to make it literally the "staff of life."

No leavening agent or baking powder, except the ROYAL BAKING POWDER, possesses these great qualifications.

CANOISTS CAMPING

PRETTY SITE SELECTED AT WILLS-

BOROUGH POINT, LAKE CHAMPLAIN.

Valuable Prines to be Paddied and Satled for Under the Rules of the American Cance Association-Some of the Promi-nent Men and Clubs in Camp.

All interest now centres in the annual meet of the American Cance Association, to be held at Willsborough Point, Lake Champlain, from Aug. 6 to Aug. 27. This meet is the twelfth one held by the association, and the indications are that it will surpass all previous ones in attendance and interest. The site was chosen late last fall, and the choice proved popular, as the place was so well adapted to the wants of a cance meet. Paul Butler and Thomas G. Budngton, the Camp Site Committee, have exerted their utmost efforts to have everything satis-

pavilion of graceful and preity design, when
the canolists will mess, and where also all the
entertainments and dances will be held. The
entertainments and dances will be held. The
entertainments and dances will be held. The
entertainments and feet, with long overhage
ing eves, as shown in cut.

For the first time in the history of the Ancie
can Canoe Association the meet this yearsul
be held for three weeks, which will make it
possible for more of the canolists to spendigle
whole or part of their vacations in came. The
first week will be devoted to pure camelia,
and the different campers will seek their wa
enjoyment, some in cruising, some in transing, and others as their desires direct, the
second week is the important period, and its
at this time that the racing honers with
battled for. The programme consists of serenteen events, and racing men from all over
the United States and Canada will assemble
with their racing canoes polished down to the
last mark of perfection, and each confident of
victory.

The Loke Champlain Yacht Club will lock The Lake Champlain Yacht Club will hold



THE SITES OF THE CAMPS,

factory to those who attend the meet, and considerable work has been done to improve the point on which the canoists will camp. Docks have been built which run far enough out into to land and convey passengers and baggage, tervals so as to supply the cool beverage to the

thirsty canolsis.

The camp is located on the extreme end of Willsborough Point, which projects out about six miles into Lake Champlain in a northerly direction; a slight indentation in the extreme end of the point forms a bay, which separates the main camp from the ladies' camp, and affords a convenient and sheltered spot for the harboring of canoes. Across the lake to the northeast is Burlington, Vt. while to the north is the famous Ausable Chasm. There are in addition a number of other attractions to visit

usual sized courses in Willisborough list. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will be laid out in streets as usual with head quariers located in the middle citus with head quariers located in the middle citus with head quariers located in the middle citus. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will be laid out in streets as usual with head quariers located in the middle citus will camp in groups together. The camp will c

The shore bordering on Willsborough Pdos is rugged and deep, and the only obscucton is Funnykin Reef, which is usually abore water by Aug. 1. If below water, it will be marked by buoys, for the safety of the sailors. The courses will be lable out on the main last? The weather is favorable, and will afford another the provents of the main water. Should the weather prove too heavy to sail the race-of the main water, there is plenty of room for the usual sived courses. In Willsborough Bay.

The camp will be laid out in streat as usual



within a drive of a few miles from the camping ground.

The lake at Willsborough Point is seventeen miles in width, and reports say that a wind from the east kicks up a decided disturbance on the point and make things lively. The point is covered with trees of old growth, and is a superb place to lay off under the shaded during the heated hours of the day. It is reached by steamers from all the principal places on the lake, and an excellent point is places on the lake, and an excellent point to will be shaded from the extreme and of the point, or camping grounds, is a large of the point, or camping grounds, is a large clair, and William Whitlook.

From the Chicago Trabuse.

Havana III. Aug. 4.—A number of farms for some time back have been possing the hogs in a mysterious manner. They dispend no quietty, without leaving any remained that it was suspected they were ytime of the "What-la-it" that has been ported to have been seen in this vicinity number of farmers instituted as a rehand covered between Havana and Bach a languantity of pork buried in the ground. In about 200 hogs have been missed. A man will have the property of t